	Approved For Release 2008/10/31 : CIA-RDP8	0-00810A008200200008-	.4 25X1
.•	CENTRAL INTELLIGIBLE AGENC	Y REPORT	
	INFORMATION REPO	RT CD NO.	25X
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UBJECT	Construction of Vessels for VP See	NO. OF PAGES	2
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5•	on 7 and 8 September, SCHWALBE No.13 was to perform the acceptance trial trip. On top of the anti-relling bulge, an additional load of 2.5 tons was stowed in the bilge of the vessel. If these measures were to be successful they were to be applied to vessels							
		ating installati	ion in the contro	essel to be equipped ol stand compass and to be equipped with	bearing			
6.		ene dockyard on	1 July 1955 at	or several delays wa the latest, arrived				
7.	Koepenick yacht-	building yard in	1956. In contro	to be built by the ast to the TIMBLER a different power	vessels			
8.		wilt with	the designation	vard that six speed of SPERBER. Ho detai to be similar to th	le of this			
9•	construction ser were to be compl Inte	ies III, at the eted by late 195 nsive sectional irst of which we	Péene deckyard : 55 construction was as to be deliver	ls of the HABICHT ty in Wolgast. All six s carried out on ves ed in late 1955. The ced with the Peene d	25X1 sels of th25X1 order for			
10.	in the swept cha	h caused a fire	in the engine retze Two members	an explosion oom, occurred near h of the crew were ser	moy 5 iously			
	been explained.				25X1			
					25X1			

PLACE ACQUIRED

COUNTRY

SUBJECT

DATE OF INFO.

SUPPLEMENT TO REPORT NO.

21 October 1555

25X1

the section to deathly

the first two vessels of construction series II of the HABICHT type were taken

ever by VP See and put into service.

On 20 August 1955, the vessels were at the Wolgant base of VP See. The othe 25X1 four ressels of series II

were scheduled to 125X1 were scheduled to 125X1 delivered by 1 October, On 20 Miguet, they were in the Peene dockyard, All vessels of the HABICHT type were to be equipped with smoke-laying apparatuses.

25X1 2. From 25 to 27 May, the first six vessels of the SCHWALBE type, construction series II, were taken over and put into service by VP See

The construction program of the SCHWALBE type was increased to 60 units all of which were to be built by the Berlin Koepenick yacht building yards

reached the following speeds at full power during trial runs 25X1 over a measured mile at a depth of 24 to 26 meters in the Tromper Wieks without miresweeping equipment 11.5 knots with magnet skid 7.2 with otter board 9.7 No trial runs over a measured mile with Toni hydrophone buoy were carried out.

4. The inclining experiment with SCHWALBE No.1 on 30 April was negative resulting from two mistakes in the weight calculations. To improve the unsatisfactory stability, the vessels were to be rebuild after being put into service, The wheel house was to lose some of its height and the davit was to be removed. The line winch was to be transferred to the bilge, the batteries to be lowered, and the engine for the heating and ventilation system with a weight of approximately 375 kg to be transferred to the footeles SCHWALBE No. 13 and all subsequent vessels of this construction series were to be equipped with anti-rolling bulges in order to increase the stability. This measure yielded positive results during test runs of vessels in Koepenick. The sapsizing angle of the vessels. was approximately 560g

25X1 CLASSIFICATION S-E-C-R-E-T STATE NAVY NSRB 25X1 X AIR

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				25X′
.50	tripo On top of th	er, SCHWALBE No 13 was to perform anti-rolling bulge, an addition so of the vessel. If these measure oplied to vessels	al load of 2.5 tons was s were to be successful	25 X 1
	electric compensa	SCHWALBE No 13 was the first vesse ting installation in the control s als of the SCHWALBE type were to b	l to be equipped with an tand compass and bearing	
60	The first vessel carrive at the Peca Rosslau in Wolgas	of the FOREILE type, which after s ne dockyard on 1 July 1955 et the t on 10 August,	everal delays was to latest, arrived from	
70	Koepenick yachtab	TUENCIER type were scheduled to milding yard in 1956. In contrast they were to be equipped with a	to the TOTALER vessels	
30	aluminum were to	the Koepenick yacht-building yard be built with the designation of S be. The vessels were allegedly to	PREER. No details of this	
90	construction seri- were to be comple Inten KRAKE type the fi	ction was started on six vessels of STII, at the <u>Peene dockyard in Water 1955</u> , and the sectional construction was carst of which was to be delivered in 120 magnet skids was also placed	olgast. All six vessels rried out on vessels of the g n late 1955. The order for	25 X 1 25 X 1
100	crank case, which in the swept chan	ance trial trip caused a fire in the engine room, nel off Sassmitz, Two members of t of intensive efforts the cause of	occurred near buoy 5 he crew were seriously	25 X 1
	been explainedo			25X1
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